

afford the highest attraction to the travelling public. By the time we have our cars leaving home in the morning, we will reach Niagara by daylight, passing on their route through these regions of Pennsylvania where the productions of nature are displayed in a form less attractive but more useful than at the great Falls at which they terminate. These links of Railroad will form a Northern and Southern line, and uniting at Niagara with the roads now finished through the Canadas, will afford a short and most available route Southward for trade and passengers from the whole of this extended range country.

We stated a few days since that the Dauphin and Susanna Coal and Railroad Company had completed their connection from Harrisburg to the line of the Reading Railroad at Auburn, with the exception of two miles of heavy excavation. We understand now that the road is entirely completed, and that an engine will run over it on Monday next.

The report of the Lowell Railroad Company for the past year shows the following results:

"The gross receipts last year have been \$4,099,559, of which \$172,882.10 was from passengers, and \$601,717 \$55 from freight. The operating expenses of income over \$200 of \$44,461, to which should be added balance of interest account, \$316,829.29; to which should be added balance of interest account, \$32,629.42, and the result is that the net profits of last year's business has been \$114,098.34, or about 6½ per cent of the capital paid in. The whole amount of the stock of the corporation is \$305,500. The balance of the stock of the agent, for wood, coal, iron and other materials on hand, and for uncollected debts is \$46,394.18. The total number of passengers carried in the cars has been 657,301. From 1852 to 1853 the annual dividend was 8½ per cent; in 1853 6½ per cent, and in 1854 6 per cent. The surplus of 1853 was \$4,282.34, and total up to date \$99,742.57. Some progress has been made in the work of extending the road from East Cambridge to Market st. in vicinity. The amount charged to that account is \$35,466.87. The following Board of Directors was chosen: George W. Lyman, William Sturgis, Ebenezer Chadwick, Isaac Hinckley, G. Howland Shaw.

The Belvidere and Trenton Railroad will be opened to Boston on the 16th inst. By this road the distance from Boston to Philadelphia will be about the same distance it is from Boston to New-York by the Central Railroad of New-Jersey.

We annex a reply from Jas. M. Trimble, Esq., President of the Hillsboro' and Cincinnati Railroad Company to a letter of Elwood Morris, Esq., Engineer of that Company, published in Cincinnati, on the 3d and 4th of Jan. inst.

To Jas. Cooper, Esq., President of the City of Cincinnati.
Sir:—The tone of your letter, the Elwood Morris, in your article which has been published in the city papers of this week, and the signatures of the parties in their official character, requesting such letter, makes it my impressions duty, as the chief officer of the H. & C. R. Co. to present in explicit terms the difference of opinion that exist among the officers of that Company, as to its policy, and to place before the public the precise questions which may be decided by the Stockholders, and communities of people interested in the construction of the proposed railway.

Although Mr. Morris by the strategy of disputation attempts to make the impression that "the feeling of a single family of great energy and responsibility" create all the opposition to the policy advocated by him, and means to insinuate that I, or some other member of that family, "cherish no strong a craving for the hard, and energetic work of the railroad," I do not mean to drive my point so far as to make it appear that the policy of my family is to make false issues of personal honor from a candid discharge of my duty to the Stockholders and the public, and leave the vindication of myself and family to the people who know the merits of the enterprise.

In order to form a correct opinion as to the union of the H. & C. R. Co., and the M. & C. R. Co., it is necessary to ascertain what is the condition of each of these companies to determine whether the union would be safe and beneficial, and has been in use for 15 months, its line of railroad from Louisville to Hillsborough, and has under contract, and is now rapidly progressing, and is to be completed in time to meet the coal fields and distant from Cincinnati (118 miles) and the important question which presents themselves to the stockholders in this state of facts are these:

1. Can the company complete its road as an independent Company?

2. If they can, is it best to do it even though the road should be compelled to Parkersburg?

3. If compelled to Jackson as an independent road, is not the completion to Parkersburg thereby insured?

In answer to the first question, I shall exhibit our true condition and our position as ascertained from the Treasurer, without fractional amounts.

Cost of finished road \$95,000

Amount of real estate and fixtures applicable to extension east 177,000

Value of real estate subscription do. 144,00

Value of deposit accounts, &c. west and Hillsborough 50,000

Cost of road from Hillsborough to Jackson \$1,700,000

Deficit amount expected in grading 205,000

Balance needed for completion to Jackson \$1,445,00

Assets unexpended \$177,000

Real estate unexpended 144,000

Total \$321,000

From which deduct debts, &c., which leaves a balance to amount of construction east of 204,000

Amount needed to complete road to Jackson \$1,316,000

Here is the amount to be paid and from whom must it be paid! I am sorry to say that the condition of each of these companies to ascertain what is the condition of each of these companies to determine whether the union would be safe and beneficial, and has been in use for 15 months, its line of railroad from Louisville to Hillsborough, and has under contract, and is now rapidly progressing, and is to be completed in time to meet the coal fields and distant from Cincinnati (118 miles) and the important question which presents themselves to the stockholders in this state of facts are these:

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